

**DIVISION 3. MOTOR VEHICLE AND BICYCLE PARKING REQUIREMENTS**

**SECTIONS:**

<b>3.3.1</b>	<b>PURPOSE</b>
<b>3.3.2</b>	<b>APPLICABILITY</b>
<b>3.3.3</b>	<b>GENERAL PROVISIONS</b>
<b>3.3.4</b>	<b>REQUIRED NUMBER OF MOTOR VEHICLE AND BICYCLE PARKING SPACES</b>
<b>3.3.5</b>	<b>MIXED USE PARKING REQUIREMENTS</b>
<b>3.3.6</b>	<b>EXCEPTIONS</b>
<b>3.3.7</b>	<b>DESIGN CRITERIA</b>
<b>3.3.8</b>	<b>REDUCTIONS IN REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES</b>

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**3.3.1 PURPOSE.** This Division establishes minimum requirements for motor vehicle and bicycle parking to ensure that such facilities are consistent with the objectives of the *General Plan*. As part of a balanced transportation system, these regulations are intended to promote public safety and environmental quality. Specifically, these regulations are intended to:

- Ensure sufficient off-street motor vehicle and bicycle parking facilities by establishing minimum parking requirements for land uses.
- Reduce excessive off-street parking by encouraging the shared use of vehicular use areas and the use of public transit.
- Promote pedestrian safety by separating vehicular use areas from pedestrian areas.
- Encourage safe, convenient, and efficient design of motor vehicle and bicycle parking spaces, circulation, and access areas.
- Improve air quality by requiring paving of vehicular use areas.

**3.3.2 APPLICABILITY.** The provisions of this Division apply to:

3.3.2.1 New development.

3.3.2.2 New uses locating in an existing development, as required in Sec. 3.3.3.11.

3.3.2.3 Any expansion of an existing use or any addition of a new use to an existing development, as required in Sec. 3.3.3.12.

**3.3.3 GENERAL PROVISIONS.**

3.3.3.1 Land Use Groups and Classes. The specific Land Use Groups and Classes listed in Sec. 3.3.4 are defined in Article VI.

3.3.3.2 Parking Required for Uses Not Listed. Required parking for uses not listed in this Division shall be determined by the Zoning Administrator based on similarity to a listed use.

3.3.3.3 Multiple Principal Uses. Where there are multiple principal uses in a development and the provisions of Sec. 3.3.5, Mixed Use Parking Requirements, do not apply, the sum of the number of parking spaces required for the individual uses applies.

- 3.3.3.4 Location Requirements. Listed with the required parking are the initials SB (Same Block) or SA (Same or Another Block). These initials refer to location requirements for the off-street parking. (Refer to Sec. 3.3.7.1.)
- 3.3.3.5 Bicycle Parking Requirements. The number of required bicycle parking spaces is calculated as a percentage of the total number of motor vehicle parking spaces provided. If the calculated number of required bicycle parking spaces is less than two (2), the minimum number of required spaces is two (2). For an explanation of Class 1 and Class 2 bicycle parking spaces, see Development Standard 2-09.0 and Sec. 6.2.3.
- 3.3.3.6 Parking for the Physically Disabled. Off-street parking spaces for the physically disabled shall be provided as required by the Uniform Building Code, as amended.
- 3.3.3.7 Calculation of Required Motor Vehicle Parking Spaces. The number of parking spaces required under Sec. 3.3.4 for a use is calculated based on the particular characteristics of the use. Depending upon the basis used in Sec. 3.3.4 to calculate the required number of motor vehicle parking spaces, the following methods shall be used to calculate the required number of motor vehicle parking spaces.
- A. *Based on Fixed Seats.* Use the total number of fixed seats to calculate the requirement. The number of fixed seats or, if individual seats are not provided, each eighteen (18) lineal inches of benches, pews, or similar seating facilities is considered one (1) seat.
  - B. *Based on Bedrooms.* Use the total number of bedrooms to calculate the requirement.
- (Ord. No. 9364, §1, 3/27/00; Ord. No. 9906, §2, 10/13/03)
- C. *Based on Gross Floor Area (GFA).* Use the total GFA of all applicable land uses within the development site, plus the area of any outdoor areas necessary to provide the service to the public or conduct the activity, such as outdoor eating areas or outdoor areas occupied by fixtures and equipment used for display or sale of merchandise, to calculate the requirement. The calculation does not include vehicular use areas, automobile display areas, or other outdoor areas used for nonpublic purposes. Where such areas are identified on a site plan but are not defined, the Zoning Administrator shall determine the extent of the area. (Ord. No. 8653, §1, 2/26/96)
  - D. *Based on the Number of Residents.* Use the total number of residents for which the facility is authorized to calculate the requirement.
  - E. *Based on the Number of Students.* Use the total number of students for which the facility is designed to calculate the requirement.
- 3.3.3.8 Fractional Amounts. When the final result of the calculation of required motor vehicle and bicycle parking spaces results in a fractional number, a fraction of one-half ( $\frac{1}{2}$ ) or more is adjusted to the next higher whole number, and a fraction of less than one-half ( $\frac{1}{2}$ ) is adjusted to the next lower whole number.

- 3.3.3.9     Areas That May Not Be Used For Required Parking. Spaces in service bays, stacking areas, or car wash bays; at gasoline pumps or other hose locations; or those used for the storage or display of vehicles for sale or rent to the public are not considered off-street parking spaces, except as specifically noted. Parking spaces shall not be located under, or within five (5) feet of, a vertical line intersecting the ground and any structural element extending from a billboard, including, but not limited to, overhangs, cantilevered beams, and elevated walkways. (Ord. No. 8610, §1, 11/27/95)

- 3.3.3.10 Change of Approved Vehicular Use Area. Whenever zoning approval for a use has been granted and a parking plan for the use has been approved, zoning approval for a subsequent use on the property is conditioned upon the continued compliance with the parking provisions contained in the approved parking plan. Any change of the vehicular use area as shown on the approved parking plan must comply with the requirements of this Division.
- 3.3.3.11 Replacing Existing Uses. This section refers to nonconforming sites only. Whenever the use of an existing development is changed to a different use, parking spaces shall be provided for the replacement use as follows:
- A. When a replacement use is the same as the existing use on the property, the parking remains the same in accordance with Section 5.3.6 of the Land Use Code.
  - B. When the replacement use is different than the existing use, the replacement use must be a permitted use in the current zone.
    - 1. A replacement use shall not include a restaurant or bar (Food Service or Alcoholic Beverage Service uses) or a similar use in the applicable Land Use Class of the Land Use Code;
    - 2. The parking intensity for a proposed replacement use must be the same or a lesser intensity of the replaced prior use on the subject property as documented by the applicant. The property owner must provide documentation regarding the prior use as required by the Zoning Administrator.
    - 3. Existing on-site parking, landscaping and screening may remain in their current configuration; however, the Development Services Director may require new improvements including paving and striping when a public safety hazard exists or may be created. The proposed use must comply with the Americans with Disabilities Act. (Ord. No. 10664, §1, 5/5/09)
  - C. If parking for the new use cannot be accommodated within the existing vehicular use area approved for the prior use, parking must be provided in accordance with the requirements in Sec. 3.3.3.12.
- 3.3.3.12 Expansions. Any expansion of an existing use or any addition of a new use to an existing development which results in an expansion in lot area, floor area, vehicular use area, number of dwelling units, or number of seats is subject to the following.
- A. If an expansion is less than twenty-five (25) percent or if a series of expansions cumulatively results in less than a twenty-five (25) percent expansion in land area, floor area, lot coverage, or vehicular use area, the requirements of this Division apply only to the proposed expansion. Existing development on the site is subject to the zoning regulations in effect at the time of approval of the most recent parking plan for the existing development. However, if the existing development was approved prior to April 1, 1969, and there is no approved parking plan on file with the City, the vehicular use area for the existing development shall comply with:
    - 1. The parking, screening, and landscaping requirements in effect at the time the development permit for the existing use was approved; and
    - 2. The paving and striping requirements of this Division.
  - B. If an expansion is twenty-five (25) percent or greater or if a series of expansions cumulatively results in a twenty-five (25) percent or greater expansion in land area, floor area, lot coverage, or vehicular use area, the requirements of this Division apply to the entire site.
  - C. If the reason for an expansion is to bring the number of spaces associated with an existing use into conformance with the minimum number of spaces required by the Code for that use, the expansion area is not counted when calculating the percent of expansion.

- D. Expansions as noted in Sec. 3.3.3.12.A and Sec. 3.3.3.12.B are cumulated over time from April 1, 1969, for the application of motor vehicle parking regulations and from May 9, 1990, for the application of bicycle parking regulations. Once a development is brought into conformance with the provisions of this Division, subsequent expansions will begin cumulating as of the date the development was brought into conformance.

**3.3.4 REQUIRED NUMBER OF MOTOR VEHICLE AND BICYCLE PARKING SPACES.** The number and location of off-street motor vehicle and bicycle parking spaces required for each Land Use Class are listed below. For an explanation of the Land Use Groups and Land Use Classes, see Sec. [6.3.0](#). See Sec. 3.3.7.1 for an explanation of the terms "SB" and "SA". Any exceptions to the following listings are located in Sec. 3.3.6.

**LAND USE GROUP/CLASS**

**OFF-STREET PARKING AND BICYCLE FACILITIES REQUIRED**

**AGRICULTURAL USE GROUP**

Animal Production  
Crop Production  
General Farming  
Stockyard Operation

**Motor Vehicle:** None (0) required.

**Bicycle:** None (0) required.

**CIVIC USE GROUP**

Correctional Use  
Postal Service  
Protective Service

**Motor Vehicle:** SB. One (1) space per two hundred fifty (250) sq. ft. GFA.

**Bicycle:** Eight (8) percent - fifty (50) percent Class 1 and fifty (50) percent Class 2.

Cemetery

**Motor Vehicle:** SB. One (1) space per twenty-five (25) burial plots or columbarium units, unless a private street system is provided and designed to permit on-street parking.

**Bicycle:** None (0) required.

Civic Assembly

**Motor Vehicle:** SA. One (1) space per five (5) fixed seats in all combined public assembly areas plus one (1) space per fifty (50) sq. ft. GFA without fixed seats in all combined public assembly areas.

**Bicycle:** Eight (8) percent - ten (10) percent Class 1 and ninety (90) percent Class 2.

Cultural Use

**Motor Vehicle:** SB. One (1) space per two hundred fifty (250) sq. ft. GFA.

**Bicycle:** Fifteen (15) percent - five (5) percent Class 1 and ninety-five (95) percent Class 2.

*Library*

**Motor Vehicle:** SB. One (1) space per one hundred fifty (150) sq. ft. GFA.

**Bicycle:** Fifteen (15) percent - ten (10) percent Class 1 and ninety (90) percent Class 2.

*Museum*

**Motor Vehicle:** SB. One (1) space per two hundred fifty (250) sq. ft. GFA.

**Bicycle:** Fifteen (15) percent - ten (10) percent Class 1 and ninety (90) percent Class 2.

**LAND USE GROUP/CLASS**

**OFF-STREET PARKING AND BICYCLE  
FACILITIES REQUIRED**

*Zoo*

**Motor Vehicle:** SA. Parking area equal to thirty (30) percent of the area occupied by the zoo.

**Bicycle:** Twenty (20) percent - all Class 2.

**Educational Use**

*Elementary and Secondary Schools*

Grades K - 8

**Motor Vehicle:** SA. One (1) space per ten (10) students plus one (1) space per two hundred fifty (250) sq. ft. of floor area in office use. Drop-off area: Two (2) lanes, minimum four (4) parallel stalls on inside lane.

**Bicycle:** One (1) space per ten (10) students and employees - all Class 2.

Grades 9 - 12

**Motor Vehicle:** SA. One (1) space per five (5) students.

**Bicycle:** One (1) space per ten (10) students and employees - all Class 2. The maximum number of bicycle parking spaces required is one hundred (100).

*Postsecondary Institutions;  
Instructional Schools*

**Motor Vehicle:** SA. One (1) space per two hundred (200) sq. ft. GFA or one (1) space per two hundred fifty (250) sq. ft. of office area plus one (1) space per one hundred (100) sq. ft. of classroom area, whichever is greater.

**Bicycle:** Eight (8) percent - ten (10) percent Class 1 and ninety (90) percent Class 2.

(Ord. No. 9374, §1, 4/10/00)

**Membership Organization**

**Motor Vehicle:** SB. One (1) space per five (5) fixed seats in all combined public assembly areas or one (1) space per fifty (50) sq. ft. of floor area without fixed seats in all combined public assembly areas. (Ord. No. 9374, §1, 4/10/00)

**Bicycle:** Eight (8) percent - ten (10) percent Class 1 and ninety (90) percent Class 2.

**Religious Use**

**Motor Vehicle:** SB. One (1) space per five (5) fixed seats or one (1) space per fifty (50) sq. ft. of floor area of all combined areas of assembly where religious services are held.

**Bicycle:** Eight (8) percent - ten (10) percent Class 1 and ninety (90) percent Class 2.

**LAND USE GROUP/CLASS****OFF-STREET PARKING AND BICYCLE FACILITIES REQUIRED****COMMERCIAL SERVICES USE GROUP**Building and Grounds MaintenanceCommunicationsConstruction ServiceFuneral ServiceResearch and Product DevelopmentTechnical ServiceTrade Service and Repair - Minor**Motor Vehicle:** SA. One (1) space per two hundred fifty (250) sq. ft. GFA.**Bicycle:** Eight (8) percent - all Class 2.Administrative and Professional Office**Motor Vehicle:** SA. One (1) space per two hundred (200) sq. ft. GFA for the first floor plus one (1) space per two hundred fifty (250) sq. ft. GFA for all other floors (above or below ground level).**Bicycle:** Eight (8) percent - seventy-five (75) percent Class 1 and twenty-five (25) percent Class 2.Alcoholic Beverage Service**Motor Vehicle:** SB. One (1) space per fifty (50) sq. ft. GFA.**Bicycle:** Four (4) percent - fifty (50) percent Class 1 and fifty (50) percent Class 2.*Large Bar***Motor Vehicle:** SB. One (1) space per fifty (50) sq. ft. GFA.**Bicycle:** Four (4) percent - fifty (50) percent Class 1 and fifty (50) percent Class 2.Animal Service**Motor Vehicle:** SB. One (1) space per four hundred (400) sq. ft. GFA.**Bicycle:** None (0) required.Automotive - Minor Service and Repair**Motor Vehicle:** SB. Nine (9) spaces per bay for the first two (2) bays provided. Five (5) spaces per bay for each additional bay provided up to and including four (4) bays. Two (2) spaces per bay for each additional bay provided over four (4) bays.**Bicycle:** Four (4) percent - all Class 2.*Car Wash, Automated System***Motor Vehicle:** SB. Four (4) spaces plus one (1) space for each vacuum bay, wash bay, and drying space and one (1) stacking space for each vacuum bay.**Bicycle:** None (0) required.*Car Wash, Self-Service***Motor Vehicle:** SB. One (1) stacking space per wash bay.**Bicycle:** None (0) required.*Emission Testing Station***Motor Vehicle:** SB. Two (2) spaces per testing bay with twelve (12) on-site stacking spaces per bay.**Bicycle:** None (0) required.

**LAND USE GROUP/CLASS**

**OFF-STREET PARKING AND BICYCLE  
FACILITIES REQUIRED**

Billboard

**Motor Vehicle:** None (0) required.

**Bicycle:** None (0) required.

Day Care

**Motor Vehicle:** SB. One (1) space per two hundred (200) sq. ft. GFA.

**Bicycle:** Four (4) percent - all Class 2.

*Day Care/Home Occupation*

**Motor Vehicle:** SB. Two (2) spaces for five (5) to ten (10) clients in addition to those required for the residential use.

**Bicycle:** None (0) required.

Entertainment

**Motor Vehicle:** SB. One (1) space per fifty (50) sq. ft. GFA.

**Bicycle:** Eight (8) percent - all Class 2.

*Dance Hall*

**Motor Vehicle:** SB. One (1) space per fifty (50) sq. ft. GFA.

**Bicycle:** Four (4) percent - fifty (50) percent Class 1 and fifty (50) percent Class 2.

*Carnival/Circus*

**Motor Vehicle:** SA. Parking area equal to or greater than the area occupied by the carnival or circus.

**Bicycle:** None (0) required for temporary shows not exceeding fifteen (15) days; twenty (20) percent - all Class 2 for permanent enterprises.

*Rodeo Arena*

**Motor Vehicle:** SA. One (1) space per five (5) fixed seats or one (1) space per one thousand (1,000) sq. ft. of lot area minus the main arena area, whichever is greater.

**Bicycle:** None (0) required.

*Sports Stadium or Center*

**Motor Vehicle:** SA. One (1) space per five (5) fixed seats or one (1) space per fifty (50) sq. ft. GFA without fixed seats.

**Bicycle:** Eight (8) percent, with a maximum requirement of one hundred fifty (150) spaces - ten (10) percent Class 1 and ninety (90) percent Class 2.

*Theater - Live*

**Motor Vehicle:** SB. One (1) space per five (5) fixed seats or one (1) space per fifty (50) sq. ft. GFA without fixed seats.

**Bicycle:** Fifteen (15) percent - ten (10) percent Class 1 and ninety (90) percent Class 2.

*Theater - Movie*

**Motor Vehicle:** SB. One (1) space per four (4) fixed seats or one (1) space per forty (40) sq. ft. GFA without fixed seats.

**Bicycle:** Fifteen (15) percent - ten (10) percent Class 1 and ninety (90) percent Class 2.

**LAND USE GROUP/CLASS****OFF-STREET PARKING AND BICYCLE FACILITIES REQUIRED**Financial Service

**Motor Vehicle:** SB. One (1) space per one hundred seventy-five (175) sq. ft. GFA.

**Bicycle:** Eight (8) percent - twenty-five (25) percent Class 1 and seventy-five (75) percent Class 2.

Food Service

**Motor Vehicle:** SB. Either of the following methods of calculation may be used to determine the required number of spaces: One (1) space per fifty (50) sq. ft. GFA excluding kitchen and storage area or one (1) space per one hundred (100) sq. ft. GFA.

**Bicycle:** Eight (8) percent - fifty (50) percent Class 1 and fifty (50) percent Class 2.

*Food Service, On-Site Consumption Only*

**Motor Vehicle:** SB. One (1) space per one hundred (100) sq. ft. GFA.

**Bicycle:** Eight (8) percent - twenty-five (25) percent Class 1 and seventy-five (75) percent Class 2.

Medical Service - Extended Health Care

**Motor Vehicle:** SB. One (1) space per two (2) beds.

**Bicycle:** Eight (8) percent - fifty (50) percent Class 1 and fifty (50) percent Class 2.

Medical Service - Major

**Motor Vehicle:** SB. One (1) space per bed.

**Bicycle:** Eight (8) percent - seventy-five (75) percent Class 1 and twenty-five (25) percent Class 2.

Medical Service - Outpatient

**Motor Vehicle:** SB. One (1) space per one hundred seventy-five (175) sq. ft. GFA.

**Bicycle:** Eight (8) percent - fifty (50) percent Class 1 and fifty (50) percent Class 2.

Parking

**Motor Vehicle:** None (0) required.

**Bicycle:** None (0) required.

Personal Service

**Motor Vehicle:** SB. One (1) space per one hundred (100) sq. ft. GFA.

**Bicycle:** Eight (8) percent - all Class 2.

*Dry Cleaning Collection Substation;  
Shoe Repair Shop*

**Motor Vehicle:** SB. One (1) space per two hundred (200) sq. ft. GFA.

**Bicycle:** Eight (8) percent - all Class 2.

Trade Service and Repair, Major

**Motor Vehicle:** SB. One (1) space per one thousand (1,000) sq. ft. of gross lot area.

**Bicycle:** None (0) required.

Transportation Service, Air Carrier

**Motor Vehicle:** SA. One (1) space per two hundred fifty (250) sq. ft. GFA, excluding hangars.

**Bicycle:** None (0) required.

**LAND USE GROUP/CLASS**

**OFF-STREET PARKING AND BICYCLE  
FACILITIES REQUIRED**

Transportation Service, Land Carrier

**Motor Vehicle:** SA. One (1) space per two hundred (200) sq. ft. GFA of office area.

**Bicycle:** None (0) required.

Travelers' Accommodation, Campsite

**Motor Vehicle:** SB. One (1) space per campsite to be located at or in close proximity to the campsite plus one space per three hundred (300) sq. ft. GFA to be grouped together in close proximity to common use facilities.

**Bicycle:** Two (2) percent - all Class 2.

Travelers' Accommodation, Lodging

**Motor Vehicle:** SB. One (1) space per rental unit.

**Bicycle:** Eight (8) percent - seventy-five (75) percent Class 1 and twenty-five (25) percent Class 2.

**INDUSTRIAL USE GROUP**

Craftwork

Extraction

General Manufacturing

Hazardous Material Manufacturing

Heavy Equipment Manufacturing

Motion Picture Industry

Perishable Goods Manufacturing

Precision Manufacturing

Primary Manufacturing

Processing and Cleaning

Refining

**Motor Vehicle:** SA. One (1) space per five hundred (500) sq. ft. GFA.

**Bicycle:** Eight (8) percent - ninety (90) percent Class 1 and ten (10) percent Class 2.

Salvaging and Recycling (Ord. No. 9915, §8, 11/24/03)

**Motor Vehicle:** SA. One (1) space per five thousand (5,000) sq. ft. of lot area plus one (1) space per two hundred fifty (250) sq. ft. of sales and office area.

**Bicycle:** None (0) required.

Household Goods Donation Center

(Ord. No. 9915, §8, 11/24/03)

**Motor Vehicle:** SA. One (1) space per two hundred fifty (250) sq. ft. GFA.

**Bicycle:** Eight (8) percent – all Class 2.

**RECREATION USE GROUP**

Golf Course

**Motor Vehicle:** SB. One (1) space per fifty (50) sq. ft. GFA.

**Bicycle:** Fifteen (15) percent - all Class 2.

*Driving Range*

**Motor Vehicle:** SB. Thirty-six (36) spaces per nine (9) holes.

**Bicycle:** None (0) required.

Neighborhood Recreation; Recreation

**Motor Vehicle:** SB. One (1) space per fixed tee.

**Bicycle:** Two (2) percent - all Class 2.

*Arcade/Game Room*

**Motor Vehicle:** SB. One (1) space per fifty (50) sq. ft. GFA.

**Bicycle:** Fifteen (15) percent - all Class 2.

**Motor Vehicle:** SB. One (1) space per seventy-five (75) sq. ft. GFA.

**Bicycle:** Fifteen (15) percent - all Class 2.

**LAND USE GROUP/CLASS****OFF-STREET PARKING AND BICYCLE FACILITIES REQUIRED***Athletic Fields***Motor Vehicle:** SB. Fifteen (15) spaces per field.**Bicycle:** Fifteen (15) percent - all Class 2.*Batting Cage***Motor Vehicle:** SB. One (1) space per batting cage.**Bicycle:** Fifteen (15) percent – all Class 2.

(Ord. No. 9517, §3, 2/12/01)

*Billiard/Pool Halls***Motor Vehicle:** SB. One (1) space per two hundred (200) sq. ft. GFA.**Bicycle:** Eight (8) percent - fifty (50) percent Class 1 and fifty (50) percent Class 2.*Bowling Alley***Motor Vehicle:** SB. Five (5) spaces per lane.**Bicycle:** Four (4) percent - fifty (50) percent Class 1 and fifty (50) percent Class 2.*Court - Basketball or Volleyball***Motor Vehicle:** SB. Five (5) spaces per court or three (3) spaces per half court, if only a half court is provided.**Bicycle:** Fifteen (15) percent - all Class 2.*Court - Tennis or Racquetball***Motor Vehicle:** SB. Two (2) spaces per court.**Bicycle:** Fifteen (15) percent - all Class 2.*Health/Exercise Club/Gymnasium***Motor Vehicle:** SB. One (1) space per seventy-five (75) sq. ft. GFA.**Bicycle:** Eight (8) percent - fifty (50) percent Class 1 and fifty (50) percent Class 2.*Miniature Golf Course***Motor Vehicle:** SB. One (1) space per tee plus one (1) space per seventy-five (75) sq. ft. GFA.**Bicycle:** Fifteen (15) percent - all Class 2.*Rifle and Pistol Range***Motor Vehicle:** SB. One (1) space per firing lane.**Bicycle:** None (0) required.*Rodeo Arena***Motor Vehicle:** SB. One (1) space per two thousand five hundred (2,500) sq. ft. of lot area minus the main arena area.**Bicycle:** None (0) required.*Skating Rink***Motor Vehicle:** SB. One (1) space per two hundred (200) sq. ft. GFA.**Bicycle:** Fifteen (15) percent - all Class 2.*Swimming Pool***Motor Vehicle:** SB. None (0) required, if water surface area is less than one thousand (1,000) sq. ft.; one (1) space per one hundred twenty-five (125) sq. ft. of entire pool, if water surface area is one thousand (1,000) sq. ft. or more.**Bicycle:** Fifteen (15) percent - all Class 2.

**LAND USE GROUP/CLASS**

**OFF-STREET PARKING AND BICYCLE  
FACILITIES REQUIRED**

**RESIDENTIAL USE GROUP**

Family Dwelling; Mobile Home  
Dwelling

*Single-Family and Mobile Home  
Dwellings*

**Bicycle:** Eight (8) percent for multifamily projects of four (4) or more units - fifty (50) percent Class 1 and fifty (50) percent Class 2.

**Motor Vehicle:** SB. The number of parking spaces required is based on the following:

Two (2) spaces per dwelling unit plus visitor parking required at a ratio of one-fourth (0.25) space per unit, unless on-street parking is available on both sides of the street on which the lot fronts. Single-family dwellings in the R-1 zone only are subject to the additional parking set forth in Sec. 3.5.7.1.G and .H as required by Sec. 2.3.4.A.2 and .4. (Ord. No. 9906, §2, 10/13/03)

*Multifamily Dwellings  
0-70 units/acre*

The number of spaces per dwelling unit is based on the number of bedrooms in each unit as follows:

Studio, less than 400 sq. ft. GFA	1.00 space per dwelling unit
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Studio, more than 400 sq. ft. GFA, and One Bedroom	1.50 spaces per dwelling unit
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Two Bedrooms	2.00 spaces per dwelling unit
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Three Bedrooms	2.25 spaces per dwelling unit
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Four or More Bedrooms	2.50 spaces per dwelling unit
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(Ord. No. 9421, §1, 7/10/00)

*Multifamily Dwellings  
Over 70 units/acre*

1.25 spaces per dwelling unit

*Projects of any density for the  
elderly or the physically disabled*

0.75 space per dwelling unit

Group Dwelling

**Motor Vehicle:** SB. One-half (0.5) space per resident plus two (2) spaces for the resident family.

**Bicycle:** One-half (0.5) space per resident - seventy-five (75) percent Class 1 and twenty-five (25) percent Class 2.

*Dormitory, Fraternity, or Sorority*

**Motor Vehicle:** SB. Seven-tenths (0.7) space per resident. On projects where rent/lease of space is by the bedroom, the requirement is 0.85 space per bedroom or 2.00 spaces per dwelling unit, whichever is greater.

**Bicycle:** One (1) space per resident - seventy-five (75) percent Class 1 and twenty-five (25) percent Class 2.

(Ord. No. 9421, §1, 7/10/00)

<b><u>LAND USE GROUP/CLASS</u></b>	<b><u>OFF-STREET PARKING AND BICYCLE FACILITIES REQUIRED</u></b>
<b><u>Residential Care Services</u></b>	<b>Motor Vehicle:</b> SB.
<i>1 - 5 Residents</i>	Three (3) spaces.
<i>6 - 10 Residents</i>	Four (4) spaces.
<i>11 - 15 Residents</i>	Five (5) spaces.
<i>16 - 20 Residents</i>	Six (6) spaces.
<i>21 or more Residents</i>	One (1) space per two (2) beds.
	<b>Bicycle:</b> Four (4) percent - all Class 2.
<b>RETAIL TRADE USE GROUP</b>	<b>Motor Vehicle:</b> SB. One (1) space per two hundred (200) sq. ft. GFA.
<b><u>Construction Material Sales</u></b>	<b>Bicycle:</b> Eight (8) percent - fifty (50) percent Class 1 and fifty (50) percent Class 2.
<b><u>Food and Beverage Sales</u></b>	
<b><u>Heavy Equipment Sales</u></b>	
<b><u>General Merchandise Sales</u></b>	
<i>Furniture, Carpet, or Appliance Store</i>	<b>Motor Vehicle:</b> SB. One (1) space per four hundred (400) sq. ft. GFA.
(Ord. No. 9517, §3, 2/12/01)	<b>Bicycle:</b> Eight (8) percent - fifty (50) percent Class 1 and fifty (50) percent Class 2.
<i>Gasoline Sales - Retail</i>	<b>Motor Vehicle:</b> SB. One (1) space per employee but not less than two (2) spaces.
	<b>Bicycle:</b> None (0) required.
<i>Video Tape Rental/Sales</i>	<b>Motor Vehicle:</b> SB. One (1) space per one hundred (100) sq. ft. GFA.
	<b>Bicycle:</b> Ten (10) percent - all Class 2.
<b><u>Swap Meets/Auctions (Indoor)</u></b>	<b>Motor Vehicle:</b> SB. One (1) space per one hundred (100) sq. ft. GFA.
	<b>Bicycle:</b> Eight (8) percent - all Class 2.
<b><u>Swap Meets/Auctions (Outdoor)</u></b>	<b>Motor Vehicle:</b> SB. One (1) space per one hundred (100) sq. ft. of swap meet site area, excluding vehicular use areas.
	<b>Bicycle:</b> Two (2) percent - all Class 2.
<b><u>Vehicle Rental and Sales</u></b>	<b>Motor Vehicle:</b> SB. One (1) space per two hundred fifty (250) sq. ft. GFA plus one (1) space per ten thousand (10,000) sq. ft. of gross lot area.
	<b>Bicycle:</b> Four (4) percent - all Class 1.

**LAND USE GROUP/CLASS**

**OFF-STREET PARKING AND BICYCLE  
FACILITIES REQUIRED**

**STORAGE USE GROUP**

Commercial Storage

Hazardous Material Storage

**Motor Vehicle:** SA. One (1) space per five thousand (5,000) sq. ft. GFA plus one (1) space per five thousand (5,000) sq. ft. of outdoor storage area for the first twenty thousand (20,000) sq. ft. of outdoor storage area plus one (1) space per ten thousand (10,000) sq. ft. of outdoor storage area for over twenty thousand (20,000) sq. ft. of outdoor storage area.

**Bicycle:** Eight (8) percent - ninety (90) percent Class 1 and ten (10) percent Class 2.

Personal Storage

**Motor Vehicle:** SB. None (0) required for storage units, if storage units have direct vehicular access, and a minimum of two (2) for any associated office. One (1) space per four thousand (4,000) sq. ft. GFA, if storage units do not have direct vehicular access, and a minimum of two (2) for any associated office.

**Bicycle:** None (0) required for storage units; a minimum of two (2) for any associated office - all Class 2.

(Ord. No. 9517, §3, 2/12/01)



**LAND USE GROUP/CLASS**

**OFF-STREET PARKING AND BICYCLE  
FACILITIES REQUIRED**

**UTILITIES USE GROUP**

Distribution System

Generating System

Sanitation System

**Motor Vehicle:** SA. One (1) space per five hundred (500) sq. ft. GFA, with a minimum of two (2) spaces per facility.

**Bicycle:** None (0) required.

**WHOLESALE USE GROUP**

Business Supply and Equipment

Wholesaling

Construction/Heavy Equipment

Wholesaling

Food and Beverage Wholesaling

Hazardous Material Wholesaling

**Motor Vehicle:** SA. One (1) space per two thousand (2,000) sq. ft. of storage area for the first twenty thousand (20,000) sq. ft. of storage area plus one (1) space per ten thousand (10,000) sq. ft. of storage area for over twenty thousand (20,000) sq. ft. of storage area.

**Bicycle:** Eight (8) percent - ninety (90) percent Class 1 and ten (10) percent Class 2.

**3.3.5 MIXED USE PARKING REQUIREMENTS.** The total parking requirement for any mixed use is calculated as follows, except that any mixed use project which includes a large bar or dance hall shall not include the square footage of those uses in the calculation for mixed use parking requirements. The parking requirements for those uses are calculated individually based on Sec. 3.3.4.

**3.3.5.1 Land Uses Sharing Common Elements.** For a mixed use development, the total number of required spaces is ninety (90) percent of the sum of the amount required for each separate principal use in Sec. 3.3.4, if at least one (1) of the following criteria is met.

- A. The development has a site area of fifty thousand (50,000) sq. ft. or more; or
- B. The building(s) has a gross floor area of twenty-thousand (20,000) sq. ft. or more; or
- C. The development consists of two (2) or more lots under separate ownership.

The calculation for a mixed use development does not apply to the specific mixed uses listed in Sec. 3.3.5.2, 3.3.5.3, 3.3.5.4, 3.3.5.5, 3.3.5.6, and 3.3.5.7.

**3.3.5.2 Travelers' Accommodation, Lodging.** For a mixed use development where Travelers' Accommodation, Lodging is the principal land use, the total number of motor vehicle parking spaces required is the number required for the rental units, plus seventy (70) percent of the sum of the required motor vehicle parking spaces for all other uses, provided the uses are within the same building or attached in a manner which presents a unified development.

**3.3.5.3 Religious Use.** For a mixed use development where Religious Use is the principal land use, the total number of motor vehicle parking spaces required is the number required for the Religious Use or the sum of those required for other uses on the site, whichever is greater.

**3.3.5.4 Administrative and Professional Office.** The total number of motor vehicle parking spaces required for buildings used primarily but not exclusively for Administrative and Professional Office use is calculated based only on the requirement for the Administrative and Professional Office use, if the total GFA for the other land uses within the building is less than five (5) percent of the GFA of the building.

3.3.5.5 Golf Course. On a mixed use development where a golf course is the principal land use, the total number of motor vehicle parking spaces required is the number required for the Golf Course use, plus ninety (90) percent of the sum of the amount required for all other land uses on the site.

3.3.5.6 General Merchandise Sales: Shopping Centers.

- A. Where the gross floor area of a shopping center is fifty thousand (50,000) square feet or more, the parking requirements are as follows.
1. *Motor Vehicle Spaces.* One (1) space for each two hundred (200) square feet of GFA.
  2. *Bicycle Spaces.* Eight (8) percent of the first five hundred (500) required motor vehicle parking spaces and five (5) percent of the required motor vehicle parking over the five hundred (500) motor vehicle parking spaces. Of the total number of bicycle spaces required, fifty (50) percent must be Class 1, and fifty (50) percent must be Class 2. The maximum number of bicycle parking spaces required is one hundred (100).
- B. Where the gross floor area of the shopping center is less than fifty thousand (50,000) square feet, the parking requirements are as follows.
1. *Motor Vehicle Spaces.* One (1) space for each one hundred seventy-five (175) square feet of GFA or the sum of the required spaces for each separate principal land use, whichever is less, up to a maximum number of required motor vehicle parking spaces of two hundred fifty (250).
  2. *Bicycle Spaces.* Eight (8) percent of the total number of motor vehicle parking spaces provided. Of the total number of bicycle spaces required, fifty (50) percent must be Class 1, and fifty (50) percent must be Class 2.

3.3.5.7 General Merchandise Sales: Regional Malls.

- A. *New Regional Malls.* New regional malls shall provide parking as follows.
1. *Motor Vehicle Spaces.* One (1) motor vehicle parking space for each two hundred fifty (250) square feet of gross floor area, subject to vehicular access from other than internal neighborhood streets.
  2. *Bicycle Spaces.* Three (3) percent of the total number of motor vehicle parking spaces provided, up to a maximum of one hundred fifty (150) bicycle parking spaces. Of the total number of bicycle spaces required, twenty-five (25) percent must be Class 1, and seventy-five (75) percent must be Class 2.
- B. *Existing Regional Malls.* Regional malls which were in existence as of December 20, 1989, and which are subject to the requirements of this Division pursuant to Sec. 3.3.2 may calculate the number of required parking spaces based on a ratio of:
1. One (1) motor vehicle parking space for each two hundred (200) square feet of GFA of the entire regional mall, plus bicycle parking spaces at two (2) percent of the total number of provided motor vehicle parking spaces, up to a maximum of one hundred fifty (150) bicycle parking spaces. Of the total bicycle spaces required, twenty-five (25) percent must be Class 1, and seventy-five (75) percent must be Class 2; or

2. One (1) space for each two hundred fifty (250) square feet of GFA of the entire mall, subject to all of the following requirements.
  - a. An approved development plan for the parking and vehicle circulation and ingress/egress areas of the mall which meets current Zoning Code and Development Standard requirements for parking, landscaping, and Major Streets and Routes (MS&R) setback requirements.
  - b. No vehicular access from internal neighborhood streets.
  - c. Bicycle parking spaces at three (3) percent of the provided number of motor vehicle parking spaces, up to a maximum of one hundred fifty (150) bicycle parking spaces. Of the total number of bicycle spaces provided, twenty-five (25) percent must be Class 1, and seventy-five (75) percent must be Class 2.
- C. *Existing or New Regional Malls.* Any regional mall may calculate the required number of motor vehicle spaces using a ratio of one (1) space for each three hundred (300) square feet of gross floor area of the entire regional mall, if the following requirements are met.
  1. All parking, landscaping, circulation, and ingress and egress areas of the mall meet all current Zoning Code and Development Standard requirements.
  2. The regional mall provides alternative transportation amenities which, at a minimum, include one (1) on-site shaded public transit facility within four hundred (400) feet or less of a mall entrance.
  3. The on-site public transit facility is connected to a mall entrance with a shaded sidewalk.
  4. All free-standing commercial pads associated with the regional mall are connected to mall entrances by shaded sidewalks along a direct route.
  5. At least one (1) shaded sidewalk is provided between every street serving the project and a mall building entrance.
  6. No vehicular access from internal neighborhood streets.
  7. Bicycle Spaces. Four (4) percent of the total number of motor vehicle parking spaces provided, up to a maximum of one hundred fifty (150) bicycle parking spaces. Of the total number of required bicycle spaces, twenty-five (25) percent must be Class 1, and seventy-five (75) percent must be Class 2.
  8. A mixed use component with a peak parking requirement different from retail, such as:
    - a. A multiscreen theater with seating capacity of at least four hundred (400);
    - b. More than one (1) full-service, sit-down restaurant with seating capacity in excess of two hundred (200) and with provisions for operation outside normal mall hours; or
    - c. Other uses with demonstrable peak parking requirements different from retail.

### **3.3.6 EXCEPTIONS.**

- 3.3.6.1 Downtown Redevelopment District. Within the Downtown Redevelopment District, the following off-street motor vehicle and bicycle parking regulations apply.

- A. *Office Use.* Required off-street motor vehicle parking for office use is as follows.
1. For buildings with less than five hundred thousand (500,000) square feet, one (1) space for every four hundred (400) square feet of gross floor area.
  2. For buildings with five hundred thousand (500,000) square feet or more, one (1) space for every five hundred (500) square feet of gross floor area.
- B. *Uses Other Than Offices.* Required off-street motor vehicle parking for all uses other than office uses in the Downtown Redevelopment District is one (1) space per three hundred (300) square feet of gross floor area.
- C. *Residential.* Required off-street motor vehicle parking for residential uses in the Downtown Redevelopment District is one (1) space for each dwelling, one (1) space for each apartment where rent/lease of space is not by the bedroom, or one (1) space for each bedroom in projects where rent/lease of space is by the bedroom. (Ord. No. 9780, §5, 10/14/02)
- D. *Bicycle Parking.* Required bicycle parking shall be provided as set forth in Sec. 3.3.6.2.
- E. *New Land Use in an Existing Building.* No additional motor vehicle or bicycle parking spaces are required for a new land use which does not expand the existing structure.
- F. *Expansions of Existing Development.*
1. No additional motor vehicle or bicycle parking spaces are required for the following.
    - a. Expansions that do not involve construction of new structures or the elimination of existing required parking spaces.
    - b. Expansions that involve construction of new structures of less than one thousand (1,000) square feet of gross floor area or less than twenty-five (25) percent of the existing gross floor area, whichever is less.
  2. Expansions that involve construction of a new structure(s) of one thousand (1,000) square feet or more of gross floor area or twenty-five (25) percent or more of the gross floor area of the existing structure must provide motor vehicle and bicycle parking spaces only for the area of expansion.
  3. Expansions that involve the removal of existing required motor vehicle or bicycle parking spaces must relocate the removed spaces either on site or in conformance with the provisions of this Division.
- G. *Public Area Amenity Incentive.* Required off-street motor vehicle parking spaces for a use may be reduced by a percentage equal to twice the ratio of open space to GFA up to a maximum of eight (8) percent, if an interior public open space is provided. The interior public open space may be a roofed atrium, courtyard, plaza, galleria, or similar area. To qualify for a public area amenity reduction in required parking, all of the following criteria must be met.
1. The space is designed to encourage pedestrian activity and public use.
  2. The space is not, in whole or in part, designated as tenant area.
  3. Not more than fifteen (15) percent of the total area of the space is allocated toward corridor space.

4. The space is a minimum of thirty (30) feet wide in any horizontal direction, with a floor-to-ceiling height of at least twenty (20) feet.
  5. The space is visible and physically accessible directly from a public right-of-way or public open space and is located no more than one (1) floor level above or below grade.
  6. A minimum of one (1) linear foot of seating is provided for every thirty (30) square feet of interior public open space.
  7. A natural lighting source, either direct or indirect, such as skylights or clerestory windows, is provided for the space.
- H. *In/Lieu Fee.* The off-street parking requirements established by this Section (Sec. 3.3.6.1) may be satisfied in whole or in part by paying the City parking in-lieu fee in an amount established by separate ordinance to be used by the City for the construction of one (1) or more Downtown public parking facilities. (Ord. No. 9780, §5, 10/14/02)
- I. *New Parking Facilities.* All new parking facilities shall be designed so that vehicles are not visible from the adjoining street level, through incorporation of design elements such as pedestrian arcades, occupied space, or display space. (Ord. No. 9780, §5, 10/14/02)

(Ord. No. 9780, §5, 10/14/02)

3.3.6.2 Bicycle Parking Requirements in Designated Districts. In the Downtown Redevelopment District and the Fourth Avenue Business District, required bicycle parking spaces may be provided either:

- A. On site; or
- B. Within the same or another block and within fifteen hundred (1,500) feet of the use; or (Ord. No. 9392, §1, 5/22/00)
- C. Within the right-of-way and within fifteen hundred (1,500) feet of the use, if approved by the City Engineer or designee. (Ord. No. 9392, §1, 5/22/00)

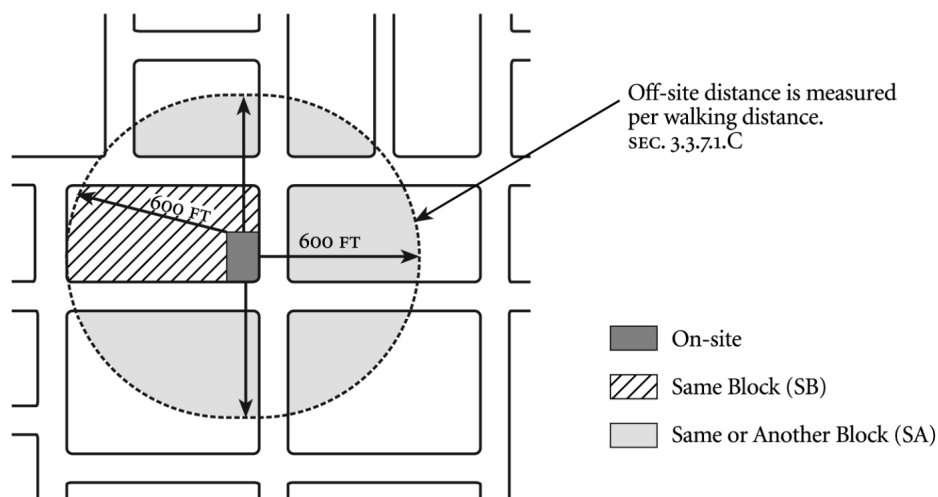
3.3.6.3 Diversion of Required Parking.

- A. *Temporary Diversion.* Motor vehicle parking spaces within a vehicular use area may be used temporarily for storage or display of boats, cars, recreational vehicles, semitruck trailers, furniture, or items of any other nature, subject to all of the following conditions.
  1. The vehicular use area contains more than nine (9) spaces for motor vehicle parking.
  2. If the vehicular use area contains fewer than two hundred fifty (250) spaces, no more than ten (10) percent of the total number of vehicle parking spaces are diverted to another use.
  3. The maximum period of diversion is fifteen (15) days. Additional fifteen (15) day extensions up to a maximum of sixty (60) days per year may be granted for reasonable cause upon written request from the applicant. (Ord. No. 9392, §1, 5/22/00)
  4. Spaces are not diverted to another use more than once in any calendar month.
  5. The spaces diverted are not designated or designed for use by the physically disabled.
  6. The diversion is not for the purpose of dismantling or repairing vehicles.

- B. *Diversion Other Than Temporary.* Code required parking spaces for any land use shall not be sold, leased, or otherwise diverted to another use until off-street parking provisions are secured and provided on another site satisfying all provisions of this Division. Approval is required for any proposed diversion of the vehicular use area. (Ord. No. 9392, §1, 5/22/00)
- C. *Exception.* Any park-and-ride lot set aside to facilitate the use of the mass transit system may use up to a maximum of five (5) percent of the required vehicular use area.

**3.3.7 DESIGN CRITERIA.** All vehicular use areas shall comply with Table 3.3.7-I, Motor Vehicle Area Dimensions, and Development Standard No. 3-05.0.

- 3.3.7.1 Location. Required Number of Motor Vehicle and Bicycle Parking Spaces, Sec. 3.3.4, lists Same Block (SB) and Same or Another Block (SA) as part of the parking requirements for each land use. These designations denote location requirements as follows. (See Illustration 3.3.7.1.)



**3.3.7.1 Location of Required Vehicle and Bicycle Parking Spaces**

- A. Same Block (SB) means the required parking is to be located on site or in the same block and within six hundred (600) feet of the land use it serves.
- B. Same or Another Block (SA) means the required parking may be located on site, in the same block, or in another block but within six hundred (600) feet of the land use it serves.
- C. The distance between required parking and the use it serves is the walking distance measured along the pedestrian access system from closest points between the building or use and the vehicular use area.
- D. When required parking is separated from the principal use by an arterial or collector street, one (1) of the following is required.
1. The vehicular use area must be connected by a pedestrian overpass or tunnel.

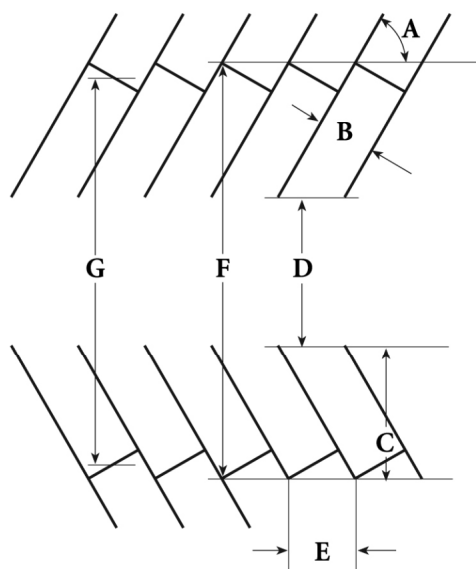
2. There must be a signalized crossing to connect the vehicular use area and the principal use.

E. Exceptions.

1. *Downtown Redevelopment District.* Land uses within the Downtown Redevelopment District may locate their required parking within fifteen hundred (1,500) feet of the land use, provided the parking is within the District boundaries.
2. *Historic Districts.* Land uses within a historic district may follow the location requirements of Same or Another Block (SA), unless requirements are established specific to that historic district.
3. *On-Street Parking.* For single-family dwellings, mobile home dwellings, and Residential Care Services with ten (10) or fewer residents, on-street parking spaces may be counted on a space-for-space basis toward the total required amount of parking up to fifty (50) percent. On-street parking is allowed for these Land Use Classes only if such parking is located on the same side of the street as the use and does not extend beyond the street frontage of the subject property. (Ord. No. 9364, §1, 3/27/00)

3.3.7.2 Motor Vehicle Parking Space Dimensions.

- A. *Standard Parking Space Size.* All motor vehicle off-street parking spaces, with the exception of those listed in Sec. 3.3.7.2.B and Sec. 3.3.7.2.C, shall have a minimum width of eight and one-half (8½) feet and a length of eighteen (18) feet, excluding the area necessary for access drives and aisles. All parking area access lanes (PAALs) shall have a minimum width as specified in Table 3.3.7-I, with the exception of those listed in Sec. 3.3.7.2.C. All parking spaces and necessary access drives and aisle areas shall be provided off street. Table 3.3.7-I lists the minimum dimensions. (*See Illustration 3.3.7.2.*) (Ord. No. 9517, §3, 2/12/01)
- B. *Parking Space Size for the Physically Disabled.* The standard parking space for the physically disabled shall be provided as required by the Uniform Building Code, as amended.
- C. *Exceptions.*
  1. *Compact-Sized Parking Spaces.* Motor vehicle parking spaces sized for compact vehicles are allowed only within the Downtown Redevelopment District. The number of compact-sized parking spaces may not exceed thirty-five (35) percent of the total number of parking spaces provided. Spaces required to serve hotels, motels, and residential units shall not be compact sized. In mixed use projects, the parking spaces required to serve hotels, motels, or residential units may not be used in calculating the number of permitted compact-sized spaces.
  2. *Commercial Vehicular Use Areas.* The striping and stall size requirements of this Division do not apply to commercial vehicular use areas within the Downtown Redevelopment District, except when parking spaces are leased or otherwise set aside to satisfy the off-street parking space requirements for other land uses.
  3. *Motor Vehicle Display or Storage Areas.* The striping requirements of Development Standard No. 3-05.0 do not apply to vehicular use areas that are used to display or store motor vehicles.
  4. *Parking Area Access Lanes (PAALs) in Storage Use Group Development.* A one-way parking area access lane (PAAL) within a development for storage must be a minimum of twenty (20) feet in width, with a minimum four (4) foot wide pedestrian refuge area delineated on one (1) side of the PAAL. A two-way PAAL within a development for storage must be a minimum of thirty (30) feet in width, with a minimum four (4) foot wide pedestrian refuge area delineated on one (1) side of the PAAL. (Ord. No. 9517, §3, 2/12/01)



- A Parking angle
- B Space width
- C Space depth
- D Aisle width
- E Curb length
- F Space end to space end bay width
- G Space center to space center width

Minimum standard parking space size:	8.5 FT X 18 FT
Minimum two-way traffic aisle width:	24 FT
Minimum one-way traffic aisle width:	12 FT
Minimum one-way fire lane access aisle width:	20 FT

### 3.3.7.2 Motor Vehicle Parking Space Dimensions

(To be used in conjunction with Table 3.3.7-1)

TABLE 3.3.7-I						
MOTOR VEHICLE AREA DIMENSIONS						
A	B	C	D	E	F	G
0	7.5*	7.5*	12.0*	18.0*	27.0*	-
	8.5	8.5	12.0	23.0	29.0	-
	9.0	9.0	12.0	23.0	30.0	-
	9.5	9.5	12.0	23.0	31.0	-
	10.0	10.0	12.0	23.0	32.0	-
20	7.5*	12.5*	12.0*	22.0*	37.0*	30.0*
	8.5	14.1	12.0	24.9	40.2	32.2
	9.0	14.6	12.0	26.3	41.2	32.7
	9.5	15.1	12.0	27.8	42.2	33.3
	10.0	15.6	12.0	29.2	43.2	33.8
30	7.5*	14.5*	12.0*	15.0*	41.0*	34.5*
	8.5	16.4	12.0	17.0	44.8	37.4
	9.0	16.8	12.0	18.0	45.6	37.8
	9.5	17.2	12.0	19.0	46.4	38.2
	10.0	17.7	12.0	20.0	47.4	38.7
45	7.5*	16.6*	13.0*	10.6*	46.2*	40.9*
	8.5	18.7	13.0	12.0	50.4	44.4
	9.0	19.1	12.0	12.7	50.2	43.8
	9.5	19.5	12.0	13.4	51.0	44.3
	10.0	19.8	12.0	14.1	51.6	44.5
60	7.5*	17.6*	16.5*	8.7*	51.7*	48.0*
	8.5	19.8	16.0	9.8	55.6	51.4
	9.0	20.0	16.0	10.4	56.0	51.5
	9.5	20.3	16.0	11.0	56.6	51.9
	10.0	20.6	16.0	11.6	57.2	52.2
70	7.5*	17.6*	17.5*	8.0*	52.7*	50.1*
	8.5	19.8	17.0	9.1	56.6	53.7
	9.0	20.0	17.0	9.6	57.0	53.9
	9.5	20.1	17.0	10.1	57.2	54.0
	10.0	20.3	16.5	10.6	57.1	53.7
80	7.5*	17.1*	24.0*	7.6*	58.2*	-
	8.5	19.2	24.0	8.6	62.4	-
	9.0	19.3	24.0	9.1	62.6	-
	9.5	19.4	24.0	9.6	62.8	-
	10.0	19.5	24.0	10.2	63.0	-
90	7.5*	16.0*	24.0*	7.5*	56.0*	-
	8.5	18.0	24.0	8.5	60.0	-
	9.0	18.0	24.0	9.0	60.0	-
	9.5	18.0	24.0	9.5	60.0	-
	10.0	18.0	24.0	10.0	60.0	-

\*Compact motor vehicle parking space dimensions.

3.3.7.3 Surfacing Requirements. All vehicular use areas shall be surfaced with one (1) of the following materials.

- A. Asphaltic concrete.
- B. Cement concrete.

- C. A penetration treatment of bituminous material and seal coat of bituminous binder and mineral aggregate.
- D. *Exception.* Vehicular use areas for Residential Care Services with four (4) or fewer spaces provided, single-family residential development, mobile home dwellings, and duplexes on individual lots are not required to comply with surfacing requirements.

3.3.7.4 Lighting. Lighting provided in any vehicular use area or for a bicycle facility shall be arranged, hooded, or controlled so that the light does not shine directly upon any residential property.

3.3.7.5 Use of Street or Alley for Maneuvering Area. A street or alley may not be used for maneuvering directly into or from any parking space located wholly or partially outside the public right-of-way, except for Residential Care Services with four (4) or fewer spaces provided, single-family residential development, mobile home dwellings, or duplexes on individual lots. These exceptions are not applicable on MS&R designated streets as provided in Sec. 3.2.14.3.

*Exception:* A street may be used for maneuvering directly into or from a parking space, provided the parking space is located completely within the right-of-way and the design of the parking layout is approved by the City Engineer.

(Ord. No. 8808, §1, 1/27/97; Ord. No. 9517, §3, 2/12/01)

3.3.7.6 Tandem Parking. Tandem parking for motor vehicles is allowed only for Residential Care Services with four (4) or fewer spaces provided, single-family residential development, mobile home dwellings, duplexes on individual lots, or attendant parking in commercial parking lots.

3.3.7.7 Screening and Landscaping Requirements. All vehicular use areas are required to comply with Sec. 3.7.0, Landscaping and Screening Regulations. Vehicular use areas used for storage of motor vehicles are not required to comply with Sec. 3.7.2.3.A. Vehicular use areas for Residential Care Services with four (4) or fewer spaces provided, single-family residential development, mobile home dwellings, and duplexes on individual lots are not required to comply with screening and landscaping requirements.

3.3.7.8 Bicycle Parking Requirements. All bicycle parking facilities will comply with Development Standard 2-09.0.

- A. Any use providing less than fifty (50) motor vehicle parking spaces may substitute Class 2 spaces for Class 1 spaces.
- B. Any time Class 2 parking is required, Class 1 parking may be substituted on a space-by-space basis, provided the Class 2 parking is not reduced more than fifty (50) percent.

### **3.3.8 REDUCTIONS IN REQUIRED NUMBER OF MOTOR VEHICLE PARKING SPACES.**

3.3.8.1 General Requirements. Motor vehicle parking requirements for land uses may be reduced as listed in this Section, subject to the following.

- A. The cumulative reduction does not exceed thirty (30) percent of the number of spaces required before the reduction.
- B. The required number of spaces for the physically disabled is based on the total number of motor vehicle parking spaces required before the reduction.
- C. If more than one (1) reduction is applied, the parking requirement is calculated based on the required number prior to any reduction.

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- 3.3.8.2 Reduction Based on MS&R Criteria. The number of spaces required for any nonresidential development located on a street designated on the MS&R Plan may be reduced up to twenty (20) percent in conformance with the calculations in Sec. 2.8.3.7.
- 3.3.8.3 Reduction Based on Landscaping and Screening Criteria. When an existing development is modified to comply with Sec. 3.7.0, Landscaping and Screening Regulations, the number of required parking spaces may be reduced up to ten (10) percent.
- 3.3.8.4 Reduction Based on Criteria for Parking for the Physically Disabled. For existing development, the number of spaces required may be reduced at a ratio of two-thirds (2/3) space for every new space provided for the physically disabled.
- 3.3.8.5 Reduction Based on Provision of Parking for Recharge of Electric Vehicles. For all development, the number of spaces required may be reduced up to one (1) percent if the same number of spaces otherwise required for motor vehicle parking is provided for electrical vehicle parking spaces/recharge stations. (Ord. No. 9517, §3, 2/12/01)
- 3.3.8.6. Existing Development Sites.
- A. Parking Reduction – A parking reduction plan may apply to existing development that existed prior to the adoption date of this ordinance and that meets the criteria listed below. A parking reduction plan may be approved by the Development Services Department Director (the Director). The parking lot for an existing development may be used in its current configuration, except if the Director requires improvements that are required where a public safety hazard exists or may be created.
1. Commercial service, retail and civic uses may request a parking reduction using an alternate parking calculation of three (3) spaces for each 1,000 square feet of gross floor area if the use meets all the criteria listed in Section 3.3.8.6.A.5 below.
2. Storage and wholesaling uses may request a parking reduction using an alternate parking calculation of one (1) space for each 2,000 square feet of gross floor area if the use meets the criteria listed in Section 3.3.8.6.A.5.a.b and c below.
3. Manufacturing, off-site service and repair and other industrial uses except salvaging and recycling may request a parking reduction using an alternate parking calculation of one (1) space for each 1,000 square feet of gross floor area if the use meets criteria listed in Section 3.3.8.6.A.5.a.b. and c. below.
4. Exception. The alternate parking reduction for existing development does not apply to uses with a parking formula of one (1) space for each 100 square feet of gross floor area or a more intense formula. Typical uses include restaurants and bars (Food Service and Alcoholic Beverage Service uses). This exception does not apply to religious and personal service uses. The number of accessible parking spaces required by the Americans with Disabilities Act and provided on the approved site plan shall not be reduced or eliminated.
5. The following criteria apply to Sec. 3.3.8.6.A.1, 2, and 3 as noted in those sections:
- a. The site can accommodate shared parking arrangements for uses with alternate hours of operation or peak use times;
- b. The use will not cause a substantial increase in noise or glare from the site;
- c. The use will not cause excessive drive-through traffic or habitual parking within the adjacent residential neighborhood or commercial development; and
- d. Existing development except industrial uses shall be located within 1,320 feet (1/4 mile) of an existing transit stop or public parking facility.
- B. Parking reductions do not apply to land uses in the R-2 zone or a more restrictive zone.

- C. Development Adjacent to Residential Uses – Development located within 300 feet of R-3 or more restrictive zoning requesting a parking reduction shall require a parking mitigation plan.
- D. A parking mitigation plan must be submitted to the Director and shall be reviewed in accordance with Sec. 23A-50 and 23A-51 of the Tucson Code.
  - 6. The mitigation plan shall include a compatibility analysis that addresses how the parking reduction will not cause a safety hazard or problem driving, noise or parking impacts on an adjacent existing neighborhood. The plan shall address the following:
    - a. Methods to avoid potential increases in noise and glare from the site;
    - b. Methods to deter vehicular access into adjacent residential neighborhoods using signage or other means; and
    - c. The prevention of excessive drive-through traffic or habitual parking within adjacent residential neighborhoods or commercial development; and
    - d. Any other issues deemed appropriate by the Director.
  - 7. In addition, the parking mitigation plan shall provide the following site inventory information:
    - a. A site plan indicating existing site conditions, including any available on-street parking;
    - b. Hours of operation;
    - c. Any existing shared parking agreements;
    - d. Proximity of the site to existing residential neighborhoods;
    - e. Neighborhoods adjacent to the site using a Residential Parking Permit program;
    - f. Existing site access and traffic circulation; and
    - g. Any other information deemed appropriate by the Director.
  - 8. The parking mitigation plan will be reviewed every year for the first three years the business is in existence to determine if changes to the plan are warranted. If changes are necessary, an amended mitigation plan must be submitted to the Development Services Department and approved by the Director. When a change of use occurs, a new mitigation plan is required. The Director may renew the existing mitigation plan for a new use if the new use is determined to have an equivalent impact on its surroundings.
- E. Violation of the Mitigation Plan – If a development is operated in a manner that violates its mitigation plan or conditions for permitting the use or causes adverse land use impacts, the use may be suspended or terminated in accordance with Section 23A-54 of the Tucson Code. (Ord. No. 10664, §2, 5/5/09)

**3.3.8.7. Individual Parking Plan.**

- A. The Development Services Department Director (the Director) may approve an individual parking plan request for the following uses:
  - 1. Combined residential and non-residential development in a single structure or unified development;
  - 2. Newly constructed development or changes of use in existing buildings within 1,320 feet (1/4 mile) of a transit stop or public parking facility;
  - 3. Religious uses where the parking plan will accommodate weekend and evening use;
  - 4. Residential care services or housing developments for the elderly or physically disabled; and

5. A development site that can accommodate shared parking arrangements for uses with alternate hours of operation and peak-use times.
- B. The following information shall be provided for review of an individual parking plan:
1. A site plan indicating existing site conditions including all anticipated uses of the site;
  2. Site access and traffic circulation patterns;
  3. Distance from the development site to existing residential neighborhoods;
  4. Availability, location and distance to alternate modes of transportation;
  5. The number and location of parking spaces proposed and required indicating data source in establishing the number of spaces;
  6. Expected hours of operation of proposed uses reflecting peak use times;
  7. Evidence that all required parking for the proposed uses will either be on-site or at an approved off-site parking location;
  8. Existing and proposed shared parking agreements. Proposed shared parking may be located within an existing parking location up to 600 feet away located in a more or less intense zone;
    - a. A parking agreement must be prepared in a manner acceptable to the Development Services Director.
  9. Verification that accessible parking spaces required by the Americans with Disabilities Act provided on the approved site plan have not been reduced or eliminated; and
  10. Any other information deemed appropriate by the Director including a traffic study.
- C. Findings for Approval. The Director may approve an individual parking plan, as provided in this Section if all of the following findings are made:
1. The uses for which the individual parking plan will be applied are allowed in the current zone;
  2. The proposed parking plan will deter vehicular access into adjacent residential neighborhoods;
  3. The proposed parking plan will prevent excessive drive-through traffic or habitual parking within adjacent commercial development or residential neighborhoods;
  4. The proposed parking plan will not obstruct site access or traffic circulation; and
  5. All parking is on site or at an off-site location with an approved shared parking agreement.
- D. An individual parking plan request must be prepared by a licensed design professional approved by the Director. The plan must include a formal agreement prepared by the property owner agreeing to the uses allowed on the site. Any revisions to the allowed uses will require approval of a revised individual parking plan.
- E. Exception – Restaurants and bars (Food Service and Alcoholic Beverage Service uses) are not eligible to request an individual parking plan unless the property owner or applicant can demonstrate compliance with Section 3.3.5.1. (Land Uses Sharing Common Elements) of the Land Use Code.

- F. The parking area of any existing development may continue to be used in its current configuration except where a public safety hazard exists may be created or adjustments in parking space dimensions are required.
- G. The individual parking plan is subject to a parking mitigation plan in accordance with Sections 3.3.8.6.C.D and E. (Ord. No. 10664, §3, 5/5/09)

